



The China Mail

ESTABLISHED 1843

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No. 16075

號一十月一十年四十一百九千一第

HONGKONG, WEDNESDAY, NOVEMBER 11, 1914

庚申年九月三十日

PRIOB. 83.00 Per Month

THORNE'S

No. 4,
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SCOTCH
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As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDINGS, HONGKONG.

SPECTRE OF WANT IN GERMANY.

Increase of Unemployment.

The journal "Socialdemokrat" reports a serious increase of unemployment in Berlin and elsewhere in Germany. The Copenhagen correspondent of "The Times" reports that the people in Berlin are already fighting to buy third quality meat, which is sold proportionately cheap. Queues are formed at midnight before the shops, which do not open until 8 o'clock in the morning. For people who sacrifice their night's rest, sleeping on the pavement in the freezing night air. Ultimately they have to take whatever meat is given them and pay 60 to 70 a pound for it.

The "Vorwärts," which is a result of investigations conducted by an Socialist members of the Reichstag has estimated the situation, says—
"The state of want, in spite of all means of assistance, has reached an alarming extent, even though we are now only at the beginning of the catastrophe which has befallen the people of Europe."

It further states that at the end of July the Trade Workers' Union numbered 81,000 men and 92,000 women. Of these 12,000 men have gone to the front, and 30,000 are unemployed. Many thousands, too, are working short hours. In Nuremberg, of 42,000 organized workers 12,000 have been called up, while half the remainder are now out of work.

What will happen if the war lasts long? The "Vorwärts" asks. "Masses of unemployed grow every month. What mighty efforts are needed to fight this misery. But it must be made. With-out victory over the want among the unemployed no really victorious war is possible."

Recently a crowd of middle-people, estimated at 10,000 assembled outside the office in Berlin where work is dis-tributed.

The following is an extract from a telegram from the German Emperor to the King of Saxony. It appears that his Majesty visited the Third Army, especially inspecting the 181st Regiment, on October 1. He finds the spirit of the troops excellent, and remarks: "With such an army we will victoriously finish the rest of our heavy task, in which may the Almighty assist us."

The Landsturm for the year 1896 has been called out, also those normally exempt who attained the age of 45 after the outbreak of war.

NAVAL AND MILITARY.

Several recent appointments of Royal Garrison Artillery and Royal Engineers officers to the Eastern garrisons have been cancelled on account of the war.

Emour has lost the some of the embodied Territorial battalions will be sent to the Far East to relieve regular battalions for service elsewhere.
Lieutenant-Colonel W. M. Withycombe, Yorkshire Light Infantry, promoted to the command of the 2nd Battalion, the Lieutenant-Colonel R. C. Reid, D.S.O., killed in action, was lately second in command of the 1st Battalion at Singapore. He has been close to 26 years in the army, and reached his 60th birthday in June, 1904. He served with the 2nd Battalion in the South African War, and was at the actions of Belmont, Enslin, Modder River, and Magersfontein, the campaign in River Colony, in the course of which he was wounded at Lindley (mentioned twice in despatches), but he received Queen's medal with four clasps and King's medal with two clasps.

The first case of an officer who had been apparently returned as killed turning up alive appears in the latest casualty list. It is that of Lieutenant J. B. L. Noel, of the Yorkshire Light Infantry, who was one of the 11 officers of that regiment reported killed after the fight at Mons. Lieutenant Noel is now officially returned as wounded. In the first casualty list issued by the War Office on Sept. 2, Major C. A. J. Yates, the King's Own Yorkshire Light Infantry, was reported as killed. Now a letter dated Sept. 2 has been received from the major, announcing that he is alive and a prisoner. Major Yates has again active service, on the North-West Frontier of India, in South Africa, and in the Russo-Japanese War, in which he was attached to the Japanese forces.

LT. Colonel J. H. Horton, of Submarine E. B., while on duty on the German cruiser "Hela," which is now in the "Duke of Edinburgh," rendered signal service in saving life on the occasion of the wreck of the E. and O. De Witt Cape-Spartan in December, 1911, and was awarded the Board of Trade silver medal. "London and China Ex-press."

BUSINESS NOTICES.

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BEST FOR INVALIDS

A Complete Diet
for INFANTS & INVALIDS

As Milk is one of its constituents the only other ingredient required is water.

Write to NESTLE FOOD CO. P.O. Box 331, Hongkong, for a free sample tin.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON.		CANTON TO HONGKONG.	
WEDNESDAY, 11th NOVEMBER.			
8 A.M.	'HEUNGSHAN.'	8 A.M.	'HONAM.'
5 P.M.	'KINSHAN.'	5 P.M.	'FATSHAN.'

THURSDAY, 12th NOVEMBER.			
HONGKONG TO CANTON.		CANTON TO HONGKONG.	
8 A.M. 'HONAM.'		8 A.M. 'HEUNGSHAN.'	
5 P.M. 'FATSHAN.'		5 P.M. 'KINSHAN.'	

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board all night without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.	
S.S. 'SUI AN'	S.S. 'TAI SHAN'
HONGKONG TO MACAO.	
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.	
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.	

EXCURSION TO MACAO.

SUNDAY, 15th NOVEMBER.

The Company's new Steamship, "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 1.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.
CANTON-MACAO LINE.
S.S. 'HOISANG'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANSING,' 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers, "LINYAN" and "SANKUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted), 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSLONG (First Floor),
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Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

If you happen to be late your goods will be Courteously and Promptly served on the same. Only at the ALEXANDRA CAFE.

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WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING. DUCK 787 x 88 x 3.5".
Ramps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT-DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

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Telegraphic Address: "TAIKOO DOCK." TELEPHONE No. 215

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No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.
Our own Special Blend of India & China Teas 85 cts. per lb.
Roasted & Ground daily the best Java Coffee 75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa; also Scones, Cakes, etc. procurable in Hongkong—to be obtained only at

THE ALEXANDRA CAFE

LADIES CLOAK ROOM.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART
MANAGER.

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ADJACENT TO VICTORIA GAP.
Adjoining the Newway Terminal, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Telephones in all rooms. First-class Dining, Lounge, Smoking and Ladies' Rooms.
Roof Garden.

Terms—\$ from 10 per day. Mx
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Manager.

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NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.
ELECTRIC LIGHT & FANS THROUGHOUT.
F. BRICHMANN, Proprietor.

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In Casks of 975 lbs. net.

To Bags of 257 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGERS

Effervescent Saline

For purifying the Blood
and cooling the System.

Refreshing Invigorating

PRICE \$1.00 per bottle.

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NOW OPEN

LADIES DAYS MONDAYS AND TUESDAYS

CHARGES—

Turkish Bath \$ 1.3

Electric Bath 3

Complete Body Massage 2

Single Bath 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEER.

13 QUEEN'S ROAD CENTRAL, HONGKONG. J. O. SCHEISS, Manager.

"MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

"Special terms 33% reduction for Volunteers and all men in uniform."

No. 8, Queen's Road Central. Telephone No. 254.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CORNHILL ROAD CENTRAL, HONGKONG. Telephone No. 453.
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Estimates furnished on application.

WONG PING WA, Manager.
Hongkong, April 1, 1913.

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The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation for value and delicacy of flavour, and is second to none in any respect whatsoever."
Medical Magazine, March, 1912.

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ESTABLISHED 72 YEARS.

CHEMISTS, DRUGGISTS & PERFUMERS,
BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.WATSON'S
EFFERVESCENT LIVER SALT.

This Valuable Preparation speedily relieves Biliousness, Sickheadache and all derangements of the stomach. It purifies the blood by imparting the natural saline elements necessary to a healthy and vigorous condition.

WATSON'S
CELEBRATED
COLD CURE TABLETS.

Give immediate relief and a speedy cure. Invaluable for Cold in the head, Influenza and Neuralgia.

POWELL'S
LADIES' COATSSIMILAR TO
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THE DIARY.

MEMO FOR TOMORROW.

2.30 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.

General Memoranda.

Friday, November 13—
5.15 p.m.—Public Lecture at the City Hall on "High and Low Temperatures."Saturday, November 14—
2.30 p.m.—Auction of Sewing Machine, Threading Machine, and other articles at Messrs. Hughes and Hough's.
9.15 p.m.—"The Blue Bird" at the Theatre Royal.Sunday, November 15—
8 a.m.—Excursion to Macao.
9 p.m.—"Al Fresco" Fete at R.O. Cathedral.Monday, November 16—
2.30 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.Wednesday, November 18—
2.30 p.m.—Auction of Chinese P. Recliner etc. at Messrs. Hughes and Hough's.
4 p.m.—"Blue Bird" Matinee at Theatre Royal.Saturday, November 21—
Noon—Extraordinary Meeting of the Hongkong Jockey Club.THE EDWARD DISPENSARY,
C. KIMMING & Co., Ltd.,
Chemists and Druggists.GREAT REDUCTIONS IN
PRICES.

Prescriptions Accurately Dispensed.

For a Free Patient Medicines, etc.

2A QUEEN'S ROAD, HONGKONG.

Mo. 1914, July 21, 1914.

an important cable in the Cocos Islands. Her capture is indeed a great relief and will now enable shipping to proceed as in normal times, as it is officially stated that both the Indian and the Pacific Oceans are now entirely rid of German warships, with the exception of those in the vicinity of Valparaiso. Australia has been brought into special prominence by the able work of the Sydney in capturing this notorious vessel, and the congratulations of the whole Empire will be joined with those of the First Lord, for we are pleased to note that Mr. Churchill has quickly telegraphed his pleasure at the Sydney's successful encounter. It is sincerely to be hoped that the vigilance of the Allies' warships will still continue, notwithstanding the exit of the Emden from the scene, for it has been only too painfully revealed that even one enemy vessel is capable of doing towards merchant shipping plying over a vast ocean.

THE BANGKOK AND BORNEO TRADE.

ONE of the immediate results of the war was the complete cessation of the N. D. L. steamers that plied regularly between the Straits Settlements and the Bangkok and Borneo routes. This, as was evident from what took place recently at a meeting of the Borneo Chamber of Commerce, was a serious matter to both places, and efforts have been made to cope with the difficulty and the Straits Steamship Company were successfully approached to cover the routes. In our issue of yesterday, it would be seen from a telegram sent to us by our Singapore correspondent that a further development in connection with this important question has now taken place, and in consequence, the local Shipping Company mentioned above will be associated in the new enterprise by the well-known English company Messrs. Alfred Holt & Co., of Liverpool. Our correspondent is able to state that one result of the arrangement will be the undertaking of an important building programme which will enable the putting of first-class steamers on Bangkok-Borneo trade routes. This is of great interest to Hongkong shippers and to travellers to Siam and Borneo, and it is gratifying to note that with the removal of the N.D.L. steamers the trade has again reverted to British hands, which, doubtless, it would never have left had it not been for the keen rate-lowering that the Germans persisted in adopting.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

ALARM POSTS.
With reference to previous orders the following alterations will take effect from today's date in the scheme for assembly of Volunteers: Men living in Kowloon will report themselves at Whitefield Barracks, where they will await further orders. Men living at Tai Koo will report at the main gate of the Sugar Refinery, where they will await further orders. The senior at each place will be responsible that the names of all attending are taken and afterwards reported to Volunteer Headquarters.

PARADES for tomorrow, Thursday, 12th inst.—
6.15 a.m. and 5.15 p.m. under Company Officers. Instructions will be detailed as convenient.

On duty, Group B.
Officers on duty, Capt. Stewart, Lieut. Wright, and 2nd Lieut. Murphy.
Orderly Officer, 2nd Lieut. Murphy.
Guard to-night, Scouts Company.
Guard to-morrow, Scouts Company.
Orderly Sergeant to-night, Sergeant Southland.
Orderly Sergeant to-morrow, Sergeant Murdoch.

HONGKONG VOLUNTEER RESERVES.

Orders by Major Wakeman, O.C.H.V.R.

PARADES ON THURSDAY AS ORDERED.
Nos. 1, 2, and 3 Companies will parade at 5.15 p.m. on the Cricket Ground on Tuesday the 17th inst. Dress—Drill Order.
Results will parade at 5.15 p.m. on the Cricket Ground on Monday, Tuesday, Wednesday and Friday, until passed out.
All changes of telephone now should be communicated to Section Commanders who will be responsible that they arrange for passing the same to the men in their Sections are kept up to date.

NEWS OF THE DAY.

LOCAL AND GENERAL.

An interesting account of the Emden's exploits at Peking appears on page 3.

A rent collector, of 40 Caine Road, has reported to the Police that some person has stolen from the tenanted house next door electric fittings to the value of \$31.

Mrs. Wilkinson, of 1 Bowen Road, has had stolen from her room jewellery to the value of \$457. The articles included a pair of bracelets set with diamonds and worth \$400.

Two cases of diphtheria, two of enteric and one of purpural fever were the only notifications of communicable disease last week. Two of the fever cases were fatal.

The Council General of the Society of St. Vincent de Paul announce that they will devote a certain amount of the net proceeds of their Al Fresco Fete, which has been postponed to Sunday next, the 15th inst., to the Prince of Wales Fund. Tickets already sold for the entertainment on the 8th inst. will hold good for next Sunday.

Mr. Golding, making an application to Mr. Wood for a date to be fixed for the hearing of summonses and a cross-summons for common assault, said he was afraid his worship would have to give him an afternoon as the people concerned were nearly all women and the evidence was therefore likely to be voluminous and lengthy. The case was fixed for Tuesday next at 2.15 p.m. Mr. Agassiz represents the other side.

Mr. Geo. Lambert, Superintendent of the Locomotive Department of the Kowloon-Canton Railway, yesterday found a Chinese in an unbecoming condition in the channel below the Hung Hom cutting. He was suffering from a compound fracture of the left leg and was badly bruised, having apparently fallen down the steep embankment. Dr. Smally was called and the man was removed to the Government Civil Hospital.

A very pleasant little ceremony was performed at the Phoenix Club last night when Mr. J. A. Tarrant, Chairman of the Club Committee, presented, on behalf of the members of the Club, handsome wedding presents to Messrs. F. A. McKintosh and R. L. Bridger, who had recently returned from the Homeland where both had joined the ranks of the Benedictines. Mr. Tarrant in a neat little speech congratulated the two newly-married men on the wise course they had taken and advised all the young bachelor members of the Club to follow their example. After Messrs. McKintosh and Bridger had suitably responded the presents were passed round the room and were much admired.

A Chinese junk woman was charged before Mr. Wood at the Magistrate's court this morning with the theft of a length of chain and a steel wire rope, the property of Messrs. Alfred Holt & Co., and also with being in unlawful possession of a piece of canvas.

Mr. J. R. Gulland, the assistant manager at Holt's Warehouse, said the wire rope was taken of the s.s. "Atrides." Defendant declared that her junk was engaged by someone for the purpose of conveying the article.
A Chinese detective deposed that he watched the movements of the junk and afterwards found the rope and canvas in a basket. Defendant said the things belonged to a man named Wong Sing.
Defendant protested that she knew nothing of the articles. She was asked to take them to the shore and she was paid 40 cents.
The case was adjourned until Friday.

THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st November, 1914.

CITY AND HILL DISTRICT WATER WORKS LEVEL.	
1914.	1913.
System 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	

Consumption of water in the City and Hill District in millions of gallons during the month of October 1914.

Consumption of water in the Hill District in millions of gallons during the month of October 1914.		
In millions of gallons.		
	1913.	1914.
Consumption	167.7	169.6
Per capita	108.8	109.9

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE PROGRESS OF THE WAR.

THE "EMDEN" DRIVEN ASHORE.

"KOENIGSBERG" BOTTLED UP IN EAST AFRICA.

GREAT SPEECH BY MR. ASQUITH.

LATEST NEWS FROM FRANCE, BELGIUM AND EAST PRUSSIA.

THE "EMDEN" CAUGHT AT LAST.

H. M. A. S. SYDNEY DRIVES HER ASHORE.

Emden's Loss Considerable.

LONDON, Nov. 10, 2.10 p.m.

It is officially announced that the German cruiser Emden has been driven ashore and burned after a sharp action off Keeling, Cocos Island, yesterday. H.M.A.S. Sydney, a cruiser of the Australian Navy, forced the Emden to fight. The Emden's loss is considerable. Our losses are three killed and fifteen wounded. Another official message states that the Emden arrived at Keeling, Cocos Island, and landed an armed force with the object of cutting the cable but H.M.A.S. Sydney arrived.

THE KOENIGSBERG BOTTLED UP.

The official report also states: The German cruiser Koenigsberg has been imprisoned in the Rufiji River, German East Africa, by the sinking of colliers in the mouth of the river. The cruiser Chatham, which bottled up the Koenigsberg, bombarded the latter and a portion of the crew which had entrenched on the river bank, but owing to the dense palm groves it is impossible to estimate the damage.

INDIAN AND PACIFIC OCEANS CLEAR.

With the exception of the German cruisers participating in the Chile engagement, the Indian and Pacific Oceans are now free of German cruisers. Mr. Winston Churchill has telegraphed to the Sydney and Commonwealth naval bases his warmest congratulations on the brilliant entry of the Australian navy into the war and the signal service rendered to the allied cause.

THE FIGHTING IN FRANCE AND BELGIUM.

LONDON, Nov. 10, 1.55 a.m.

The evening communiqué issued at Paris says:— There has been no notable modification in the situation in consequence of difficulties caused by a dense fog in operations of some magnitude. In the North the day has been good. We have maintained our positions between the River Lys and Langemark, and made appreciable progress between Langemark and Dixmude.

LORD KITCHENER CONGRATULATES JAPAN.

LONDON, Nov. 10, 6.40 a.m.

Lord Kitchener telegraphed to the Japanese War Minister his warmest congratulations on the taking of Tsingtau, and said: "The British Army is proud to be associated with their gallant Japanese comrades in this enterprise."

ENEMY STILL RETREATING IN EAST PRUSSIA.

LONDON, Nov. 9, 11 p.m.

A telegram from Petrograd says that it is officially announced that the battle continues in East Prussia. The Russians have occupied Baldau. The enemy beyond the Vistula are still retreating, while south of Przemysl the Russians captured another 1,000 prisoners.

LATEST WAR NEWS.

HAVAS, Nov. 11, 1.30 p.m.

We have repulsed German attacks everywhere and have again taken up the offensive in the region of Dixmude and South East of Ypres. We progressed in nearly all points. Fog rendered difficult the operations, especially between the Lys and the Oise.

Native circles North of Africa think Islam interest is not in jeopardy. Russians continued vigorous offensive on all the front; invaded German territory up to North West of Kersich.

FRESH BOOM IN BRITISH RECRUITING.

LONDON, Nov. 10, 6.40 a.m.

The War Office has been reproached with failure to stimulate recruiting by means of parades, but the appearance of the Colonial troops in the Lord Mayor's Show has had an immediate effect.

A fresh boom in recruiting started yesterday. Another deterrent to recruiting has been removed by the announcement of substantial increases in the allowances to the widows and children of soldiers and sailors killed in the war or dying within seven years. The minimum for a family of five is one pound per week.

BY TELEGRAPH.

GUILDHALL BANQUET SPEECHES.

ROUSING STATEMENT BY MR. ASQUITH.

The Rt. Hon. Mr. Asquith, the Prime Minister, replying to the toast of His Majesty's Ministers, at the Guildhall Banquet received an ovation. He said: Never has any government in our history more needed the whole-hearted confidence and unselfish co-operation of the community without distinction of party or class. Never has that confidence been more ungrudgingly expressed or that co-operation been more generously offered.

The European Situation.

This was the seventh year in succession that he had responded for His Majesty's Ministers to the Guildhall. During that time not only our own country but the world outside had experienced many strange vicissitudes and it was not inappropriate to recall the European situation. It presented new features of startling and arresting significance which it had been left to time to unfold. First, there was the formal annexation of Bosnia and Herzegovina. Advantage was then taken by Austria, with the connivance of another Power, to ride roughshod over weaker nationalities and set aside the public law of Europe.

The Young Turk's Vices.

That was the first, though not the most important of the causes which led to the present war. The other change in the European situation was the sudden emergence in the Ottoman Empire of the Young Turk Party. They had brought about a bloodless revolution; they had deposed Sultan Abdul Hamid; they had established, we all believed, freedom and a constitutional government in the Ottoman Empire. Never were hopes, so sanguinely entertained, doomed to more bitter or more complete disappointment, and after six years, we are reluctantly compelled to admit that the Young Turk has reproduced vices without either the vigour or versatility of the old regime.

Undermined By German Threats.

When the war began we made it clear, in conjunction with our Allies, to the Turkish Government that, if they remained neutral, their Empire should not suffer in integrity or authority. The Turkish statesmen vacillating in council from day to day allowed their true interests to be undermined. By German threats, by German ships, by German gold they were tempted to one futile outrage after another.

Ottoman Domains Doomed.

Lawless bombardment of Russian open ports and equally lawless incursion into Egyptian territory continued until the Allies, after observing unexampled patience in the face of veiled menaces and impudent equivocations, were compelled to yield to the logic of facts and recognise the Turk as an open enemy. It is not the Turkish people, it is the Ottoman Government that has drawn the sword and I do not hesitate to predict that that Government will perish by the sword. It is they and not we who have rung the death knell of the Ottoman dominions not only in Europe but in Asia.

No Quarrel With Mussulmans.

With this disappearance of Turkey will disappear, as I hope and believe, a blight which for generations past has withered some of the fairest regions. We have no quarrel with the Mussulman subjects of the Sultan. Our Sovereign claims, among his most loyal subjects, millions of men of Moslem faith. Nothing is further from our thoughts than to encourage a crusade against their creed or their holy places. We are prepared to defend them, should the need arise, against all invaders and maintain them inviolate. But the Turkish Empire has committed suicide and dug with its own hands its own grave.

British Gold Reserves.

Turning to financial and economic questions, Mr. Asquith explained the measures taken by the Government to deal with the abnormal situation at the beginning of the war. He thought that the results were very satisfactory. Foreign exchanges were working in the case of most countries quite satisfactorily. The gold reserves of the Bank of England, which were forty millions sterling on July 22 and which had fallen on August 7 to twenty-seven millions, now stand at the unprecedented figure of sixty-nine and a half millions. (Cheers.) The central gold reserve, after three months of war, amounts to eighty millions, exactly twice the amount at which it stood at the beginning of the crisis.

The Bank Rate.

Mr. Asquith pointed out that the Bank Rate, after fluctuations, now was about level with the quotation at which it stood at this time last year. Food prices had been kept on a fairly normal level and, though trade had been curtailed in some directions, unemployment had been rather below than above the average. In this connection, Mr. Asquith paid a tribute to the co-operation of City financiers in relieving the situation. He announced that His Majesty the King, in recognition of this service, had conferred a Peerage upon Sir Walter Cunliffe, Governor of the Bank of England.

The Allies' Task.

Mr. Asquith told his hearers that they should not be moved unduly by the conflicting fortunes of the campaign which was going to be a long struggle. There is certainly nothing in the warfare of these hundred days to damp our hope, depress our confidence or impair our resolve. Our enemies have tried in turn three separate objectives, namely, Paris, Warsaw and Calais, from each of which in turn they had retired baulked, frustrated by the invincible steadfastness of the Allies. But this is not enough. We shall not sheath the sword, which we have not lightly drawn, until Belgium recovers in full measures more than all that she has sacrificed—(cheers)—until France is adequately secured against the menace of aggression, until the rights of the smaller nationalities of Europe are placed on an unassailable foundation, until the military domination of Prussia is fully and finally destroyed. (Renewed cheers.) That is a great task worthy of a great nation. It means for its accomplishment that every man among us—old or young, rich or poor, busy or leisured, learned or simple—should give what he has and do what he can. (Prolonged cheers.)

The Navy.

The Rt. Hon. Mr. Churchill, First Lord of the Admiralty, said: Eighty miles away the world's greatest battle was raging and here we sat in the old hall as usual. That was due to the Navy. (Loud cheers.) The Navy was naturally impatient to strike a direct blow, but it must be patient. Their time would come. The conditions were curious and novel. We were scouring all the seas and transporting our forces, thus offering a target incomparably greater than the enemy. Mr. Churchill emphasised that the economic pressure of a naval blockade would ultimately spell Germany's doom. Despite its losses, he said, the British Navy is stronger to-day than at the outbreak of the war and particularly so in its most important branches.

Our Allies.

The Rt. Hon. Mr. Balfour proposed the toast of "Our Allies." Japan, he said, had given them a good omen through the allies taking Tsingtau from those who despised her. Mr. Balfour expressed boundless admiration of the triumphal progress and remorseless speed of Russia. Never in those days should it be forgotten that England and France were fighting side by side against the common enemy of civilisation. (Great cheering.) He also praised the wonderful courage of Serbia and Belgium. (Other speakers delivered at the Banquet appeared in yesterday's China Mail.)

BY TELEGRAPH.

(Wah Tat Yab Pa's Service.)

CHINA AND THE TRANSFER OF TSINGTAU.

Peking, Nov. 10.

The Ministers of all the Departments have met in private consultation with the President over the question of the transfer of Tsingtau.

UNREDEEMABLE NOTES.

The Government has refused to accede to the proposal of Leung Chi Chao to issue unredeemable notes.

CHINA AND TIBET.

The General of Szechuan has suggested that the Province of Tibet be divided into 80 districts.

RICE TRANSPORTATION BUREAU.

It is proposed to establish a Rice Transportation Bureau at Shanghai with branches in all the rice producing provinces.

THE EMDEN.

London Criticism.

It is reported, says the "Daily Telegraph" of 30th September, that the Emden has captured in the Indian Ocean five more steamships, to say nothing of a collier, and sinking four of her prizes, has sent all the crews to Colombo, except the fifth. I can almost hear thousands of readers exclaim: "When will this German cruiser be captured?" "Where are the Admiralty about?" "Where are our men-of-war, that they do not sink her?" As there are no persons who can produce newspapers so well as those who have never read, so there are no naval strategists who can compete with those who sit in armchairs and never go to sea.

The experience of past wars shows that it is an extremely difficult business to catch a cruise-ship, as the long coasts of the Alabama and Shenandoah. We talk airily of hunting down the cruisers of the enemy which are still at large on the seas, but we are apt to forget that those seas cover five-sevenths of the globe. The proportion of the surface of the earth, there, and everywhere are unrequited bays in which a vessel can hide and rest; a chart of the sea in which the Emden has been operating, with an area of 17,350,500 square miles, and many welcome islands for shelter, will give some idea of the difficulty of finding her. If a reader were told that there was one mis-spelt word somewhere on one of the pages of this issue, he would not find it easy to track it down; how much more difficult if that errant word were continually jumping about while the search was in progress!

SPEED, SPEED, SPEED.

As a matter of fact, the Emden has found an ideal scene for her operations, because there is a great deal of shipping passing to and fro, and she has many bays and inlets to which to run for the purpose of hiding if a British cruiser comes near her. She has, moreover, the advantage of speed, for she can steam at twenty five knots at a pinch; she can always bolt when in danger. In order to catch her we need ships not so swift but swifter, and after deducting the cruisers with the Grand Fleet—for the best ships are needed in the main strategic area—we have not more than about half a dozen vessels in the outer seas which can equal this very energetic German ship—much less beat her.

Her exploits, though they have probably resulted in a loss of about a million sterling—for the vessels sunk by her had a gross tonnage of nearly 60,000, and many of them had valuable cargoes—must move us to a certain amount of admiration. We can afford to salute Commander Karl von Müller, her commanding officer, according to the last official information, for his enterprise, because he seems to be behaving not merely with humanity, but with consideration, towards the British crews. He is making history, because he is doing what hardly anyone thought could be done. LIVING ON HIS CAPTURES.

This naval officer must be regarded as the De Wet of the sea. When the late General Delarey was in this country after the war in South Africa, he confessed to me and his companion-in-arms, De Wet, could not have continued their tactics so long and so successfully had it not been that they were able to live on their captures—their stores which they seized in the course of their guerrilla warfare. This is the procedure of the Captain of the Emden. Awaiting his opportunity, he descends on a number of British ships, takes from them all that he requires in the way of provisions and coal—selecting only the best with nice care, so as not to hamper them, with the crews on board one of his prizes, he sends the rest to the bottom with some more or less well-aimed shots.

This policy is quite unique. In no naval war—ancient or modern—has an enemy ship, so far as I am aware, imitated the tactics of the most famous guerrilla leaders ashore—living on her captures and letting free her prisoners. This is exactly what De Wet and Delarey did on shore, and Commander von Müller is doing the same.

The very success of the Emden renders it not easy to track her down. The policy of following suspicious colliers will be useless in her case. We may be sure that this little ship—who is of only 2,500 tons—now has on board, not 800 tons, but full bunker capacity, but a great deal more; probably she has picked the fine. What fuel what she has seized in cabin and on deck, and utilised every available inch of space for the purpose of storage. In her coal depends her life, and when coal can be obtained for nothing, of course she takes as much as she can carry.

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S.S. HOKUTO MARU, For Spore, Batavia, Obo, Samarang & Sourabaya 24th Nov.
S.S. BANKEI MARU, For Moji & Kobe 25th Nov.
S.S. BIOJUN MARU, For Spore, Batavia, Obo, Samarang & Sourabaya 24th Dec.

For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

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PACIFIC MAIL S.S. CO.

OPERATING	
MONGOLIA 27000 tons	MANCHURIA 17000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 11000 tons
PERSIA 8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA	Selling TUESDAY, 1st Dec., 1 p.m.
S.S. PERSIA (via Manila)	WEDNESDAY, 16th Dec., Noon.
S.S. KOREA	TUESDAY, 22nd Dec., 1 p.m.
S.S. SIBERIA	TUESDAY, 29th Dec., 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Searchlight, electric cooking, deck games, dances, etc.—not a dull moment throughout the trip. The safety and comfort of Passage is our first consideration.

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SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed.
TENYO MARU	22,000-21 knots	From Nagasaki, 14 Nov.
NIPPON MARU	11,000-18 knots	From Kobe, 1st Dec.
SHINYO MARU	22,000-21 knots	From Hongkong, 8 Dec.
TOHIYO MARU	22,000-21 knots	From Hongkong, 5 Jan.

Steamers via Shanghai will be despatched at NOON.

First Class to London	\$71.10.	Return (6 months) \$120.
First Class to New York	\$50.	" " \$96.10.
" " " San Francisco	\$45.	" " \$83.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires.

Steamer.	Displacement Tons & Speed.	Sailing.
ANYO MARU	18,500-15 knots.....	Wednesday, 2nd December.

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THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.MAIL SERVICE
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
SUBJECT TO MODIFICATION

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM ST. ALBANS	November 28th	November 14th at 11 a.m. December 18th at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
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COMBINED COLOURED
TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoon during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

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SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	REMARKS
SHANGHAI	YINCHOW	Nov. 12, at 4 p.m.	
SHANGHAI	YINCHOW	Nov. 15, Daylight.	
SWATOW & HANGKOW	CHUNGKING	Nov. 15, Daylight.	
MANILA, CEBU & ILOILO	TAMING	Nov. 17, at 4 p.m.	
WEIHAIWEI & TIENTSIN	HICHOW	Nov. 19, at Noon.	
MANILA, CEBU & ILOILO	TEAN	Nov. 24, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tean'. Excellent Saloon accommodation available. Electric Fans fitted. Extra state-rooms on deck, sit on 'Taming' and 'Tean'.
SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenan', 'Shanghai' and the S.S. 'Liangchow', 'Luchow', and 'Yinchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	REMARKS
SHANGHAI, PENANG & CALCUTTA	FAUSANG	THURSDAY, Nov. 12, at 3 p.m.	
SANDAKAN	CHUNSIANG	FRIDAY, Nov. 13, at Noon.	
MANILA	YUENSANG	SATURDAY, Nov. 14, at 3 p.m.	
MANILA	LOONGSIANG	SATURDAY, Nov. 21, at 3 p.m.	
YOKOHAMA, KORE & MOJI	YATSIANG	THURSDAY, Nov. 26, Daylight.	
SHANGHAI, KORE & MOJI	NANSANG	SATURDAY, Nov. 28, Daylight.	

RETURN TOURS TO JAPAN.

THE steamers Katsung, Nansang & Loosang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Yaching, Kwanang, and Suwang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaochow, Tientsin, Dairen, Weihaiwei & Tientsin.
Taking Cargo on through Bills of Lading to Kaidai, Lahad Dato, Singapore, Tawit, Uman, Cebu and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For Steamers Date of Departure.

LONDON & RULL	'MERIONETHSHIRE'	24th December.
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TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND via HONOLULU	'GLENROY'	24th November.
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For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID HARRISON & CO., LTD. AGENTS.

SHIPPING



STEAM FOR

STRAITS, OCEAN, AUSTRALIA, COLUMBO, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for RATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Company's Mail Steamer carrying His Majesty's Mail will be despatched from this port for HONGKONG, on FRIDAY, the 20th November, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Mail Steamer from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the Company's Mail Steamer due in London on 1st January, 1915.

Passage will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, Nov. 6, 1914.

NOTICES TO CONSIGNEES

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM PORTLAND, SEATTLE & VANCOUVER.

THE Steamship 'MONMOUTHSHIRE'. The above steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.
Cargo impeding discharge or remaining on board after 5 p.m. on 17th instant, will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.
No claims will be recognized after the goods have left the steamer or Godowns and all goods remaining undelivered on 13th instant, will be subject to rent.

All claims and/or otherwise damaged cargo must be left on board or in Godown and examination of same will be held on 13th instant at 10 a.m.

All Claims must be presented on or before 16th instant, otherwise they will not be recognized.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, Nov. 7, 1914. 1178

AGENTS.

LONDON—F. ALGAR, 11 & 2 Clements Lane, Lombard Street & Co. T. B. Brown & Co. Ltd., 153 Queen's Road, Victoria St. CLARK, Son & Pate, 25 Grosvenor Church St. A. C. G. SMITH & Co., Ltd., 80 Cornhill. GOSWOLD & GOSWOLD, 15 St. Bride St. W. C. ROBERT WATSON, 150 Fleet Street. C. MITCHELL & Co., 55 Abchurch Lane. J. D. KERR & Co., 10 & 11, St. Martin's Lane. J. D. KERR & Co., 10 & 11, St. Martin's Lane. J. D. KERR & Co., 10 & 11, St. Martin's Lane.

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SAN FRANCISCO and American Ports generally—BROWN & BLACK, San Francisco.

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SINGAPORE, STRAITS, &c.—KERR & WATSON, Ltd., Singapore.

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MAP and GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 Cents.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	HEIGHT	RISE OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	270'	70'	15'	15'	4'
No. 2 Dock, Kowloon	270'	70'	15'	15'	4'
No. 3 Dock, Kowloon	270'	70'	15'	15'	4'
No. 4 Dock, Kowloon	270'	70'	15'	15'	4'
No. 5 Dock, Kowloon	270'	70'	15'	15'	4'
No. 6 Dock, Kowloon	270'	70'	15'	15'	4'
No. 7 Dock, Kowloon	270'	70'	15'	15'	4'
No. 8 Dock, Kowloon	270'	70'	15'	15'	4'
No. 9 Dock, Kowloon	270'	70'	15'	15'	4'
No. 10 Dock, Kowloon	270'	70'	15'	15'	4'
No. 11 Dock, Kowloon	270'	70'	15'	15'	4'
No. 12 Dock, Kowloon	270'	70'	15'	15'	4'
No. 13 Dock, Kowloon	270'	70'	15'	15'	4'
No. 14 Dock, Kowloon	270'	70'	15'	15'	4'
No. 15 Dock, Kowloon	270'	70'	15'	15'	4'
No. 16 Dock, Kowloon	270'	70'	15'	15'	4'
No. 17 Dock, Kowloon	270'	70'	15'	15'	4'
No. 18 Dock, Kowloon	270'	70'	15'	15'	4'
No. 19 Dock, Kowloon	270'	70'	15'	15'	4'
No. 20 Dock, Kowloon	270'	70'	15'	15'	4'
No. 21 Dock, Kowloon	270'	70'	15'	15'	4'
No. 22 Dock, Kowloon	270'	70'	15'	15'	4'
No. 23 Dock, Kowloon	270'	70'	15'	15'	4'
No. 24 Dock, Kowloon	270'	70'	15'	15'	4'
No. 25 Dock, Kowloon	270'	70'	15'	15'	4'
No. 26 Dock, Kowloon	270'	70'	15'	15'	4'
No. 27 Dock, Kowloon	270'	70'	15'	15'	4'
No. 28 Dock, Kowloon	270'	70'	15'	15'	4'
No. 29 Dock, Kowloon	270'	70'	15'	15'	4'
No. 30 Dock, Kowloon	270'	70'	15'	15'	4'
No. 31 Dock, Kowloon	270'	70'	15'	15'	4'
No. 32 Dock, Kowloon	270'	70'	15'	15'	4'
No. 33 Dock, Kowloon	270'	70'	15'	15'	4'
No. 34 Dock, Kowloon	270'	70'	15'	15'	4'
No. 35 Dock, Kowloon	270'	70'	15'	15'	4'
No. 36 Dock, Kowloon	270'	70'	15'	15'	4'
No. 37 Dock, Kowloon	270'	70'	15'	15'	4'
No. 38 Dock, Kowloon	270'	70'	15'	15'	4'
No. 39 Dock, Kowloon	270'	70'	15'	15'	4'
No. 40 Dock, Kowloon	270'	70'	15'	15'	4'
No. 41 Dock, Kowloon	270'	70'	15'	15'	4'
No. 42 Dock, Kowloon	270'	70'	15'	15'	4'
No. 43 Dock, Kowloon	270'	70'	15'	15'	4'
No. 44 Dock, Kowloon	270'	70'	15'	15'	4'
No. 45 Dock, Kowloon	270'	70'	15'	15'	4'
No. 46 Dock, Kowloon	270'	70'	15'	15'	4'
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No. 48 Dock, Kowloon	270'	70'	15'	15'	4'
No. 49 Dock, Kowloon	270'	70'	15'	15'	4'
No. 50 Dock, Kowloon	270'	70'	15'	15'	4'
No. 51 Dock, Kowloon	270'	70'	15'	15'	4'
No. 52 Dock, Kowloon	270'	70'	15'	15'	4'
No. 53 Dock, Kowloon	270'	70'	15'	15'	4'
No. 54 Dock, Kowloon	270'	70'	15'	15'	4'
No. 55 Dock, Kowloon	270'	70'	15'	15'	4'
No. 56 Dock, Kowloon	270'	70'	15'	15'	4'
No. 57 Dock, Kowloon	270'	70'	15'	15'	4'
No. 58 Dock, Kowloon	270'	70'	15'	15'	4'
No. 59 Dock, Kowloon	270'	70'	15'	15'	4'
No. 60 Dock, Kowloon	270'	70'	15'	15'	4'
No. 61 Dock, Kowloon	270'	70'	15'	15'	4'
No. 62 Dock, Kowloon	270'	70'	15'	15'	4'
No. 63 Dock, Kowloon	270'	70'	15'	15'	4'
No. 64 Dock, Kowloon	270'	70'	15'	15'	4'
No. 65 Dock, Kowloon	270'	70'	15'	15'	4'
No. 66 Dock, Kowloon	270'	70'	15'	15'	4'
No. 67 Dock, Kowloon	270'	70'	15'	15'	4'
No. 68 Dock, Kowloon	270'	70'	15'	15'	4'
No. 69 Dock, Kowloon	270'	70'	15'	15'	4'
No. 70 Dock, Kowloon	270'	70'	15'	15'	4'
No. 71 Dock, Kowloon	270'	70'	15'	15'	4'
No. 72 Dock, Kowloon	270'	70'	15'	15'	4'
No. 73 Dock, Kowloon	270'	70'	15'	15'	4'
No. 74 Dock, Kowloon	270'	70'	15'	15'	4'
No. 75 Dock, Kowloon	270'	70'	15'	15'	4'
No. 76 Dock, Kowloon	270'	70'	15'	15'	4'
No. 77 Dock, Kowloon	270'	70'	15'	15'	4'
No. 78 Dock, Kowloon	270'	70'	15'	15'	4'
No. 79 Dock, Kowloon	270'	70'	15'	15'	4'
No. 80 Dock, Kowloon	270'	70'	15'	15'	4'
No. 81 Dock, Kowloon	270'	70'	15'	15'	4'
No. 82 Dock, Kowloon	270'	70'	15'	15'	4'
No. 83 Dock, Kowloon	270'	70'	15'	15'	4'
No. 84 Dock, Kowloon	270'	70'	15'	15'	4'
No. 85 Dock, Kowloon	270'	70'	15'	15'	4'
No. 86 Dock, Kowloon	270'	70'	15'	15'	4'
No. 87 Dock, Kowloon	270'	70'	15'	15'	4'
No. 88 Dock, Kowloon	270'	70'	15'	15'	4'
No. 89 Dock, Kowloon	270'	70'	15'	15'	4'
No. 90 Dock, Kowloon	270'	70'	15'	15'	4'
No. 91 Dock, Kowloon	270'	70'	15'	15'	4'
No. 92 Dock, Kowloon	270'	70'	15'	15'	4'
No. 93 Dock, Kowloon	270'	70'	15'	15'	4'
No. 94 Dock, Kowloon	270'	70'	15'	15'	4'
No. 95 Dock, Kowloon	270'	70'	15'	15'	4'
No. 96 Dock, Kowloon	270'	70'	15'	15'	4'
No. 97 Dock, Kowloon	270'	70'	15'	15'	4'
No. 98 Dock, Kowloon	270'	70'	15'	15'	4'
No. 99 Dock, Kowloon	270'	70'	15'	15'	4'
No. 100 Dock, Kowloon	270'	70'	15'	15'	4'

Please Address Enquiries to the Chief Manager,
1407

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong

KOWLOON-CANTON RAILWAY.

Time Table - From 1st, October 1914.

OUT										IN										
Kowloon	6.50	7.42	8.40	11.25	2.00	3.00	5.15	7.30		Canton	7.15	8.50	—	3.25	—					
Hong Kong	6.54	—	9.44	11.29	2.04	—	—	—		Shun Chai	8.05	10.05	11.35	2.55	4.30	6.15				
Shang Hai	6.58	—	9.50	11.33	2.08	—	5.22	7.37		Sheung Shui	8.15	—	11.41	3.01	4.39	—				
Shan Tin	7.00	—	—	10.02	11.48	2.20	—	5.33	—	Fan Ling	8.18	—	11.44	3.05	4.40	—				
Tai Po	7.10	—	—	10.29	12.02	2.33	—	5.46	8.01	Tai Po Market	8.28	—	11.55	3.18	4.51	—				
Tai Po Market	7.27	—	—	10.27	12.06	2.37	—	5.50	—	Tai Po	8.32	—	12.01	3.28	4.57	—				
Fan Ling	7.38	—	—	10.37	12.19	2.48	—	5.58	8.14	Shan Tin	8.44	—	12.14	3.38	5.16	—				
Sheung Shui	7.39	—	—	10.40	12.22	2.50	—	6.01	8.13	Yau Ma Tei	8.56	—	12.27	3.49	5.23	—				
Shun Chai	7.44	8.30	10.45	12.40	2.54	3.45	6.08	8.24		Hong Kong	9.05	—	12.31	3.53	5.27	—				
Canton	—	11.20	—	6.05	—	6.33	—	—		Kowloon	9.06	10.45	12.34	3.56	5.30	6.55				
*Will stop at Sheung Shui on notice being given to the guard at Kowloon.										7.08 9.35										
Golfers Train. Sundays and Public Holidays.																				
Kowloon	8.45 a.m.	Tai Po	9.15	Sheung Shui	9.30															
Sha Tau Kok Branch.										Sha Tau Kok Branch.										
OUT										IN										
Fan Ling	Dep.	8.05	8.30	12.35	3.40						Sha Tau Kok	Dep.	7.10	9.25	1.45	5.15				
Sha Tau Kok	Arr.	7.40	9.15	1.25	4.15						Fan Ling	Arr.	8.10	10.25	2.45	6.15				